

## Notices to Consignees.

**NORTHERN PACIFIC STEAMSHIP  
COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP SIX,**  
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for receipt, signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL, CARLILL & Co.**  
*Agents.*

Hongkong, October 13, 1884.

**AUSTRIAN LLOYD'S STEAMSHIP  
NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

FROM TRIESTE, PORT SAID,

BUAIKIM, MASSAWAH, HODDERB  
ADEN, BOMBAY,  
COLOMBO, PENANG & SINGAPORE

**THE** Steamship *Giada* having  
arrived, Consignees of Goods are hereby  
informed that their Goods, with the excep-  
tion of Opium, are being landed at their re-  
spective wharves at the Hongkong &  
Kowloon Wharf and Godown, *at* which  
whence delivery may be obtained.

This Vessel brings on Cargo:—  
From VENICE, ex s.s. *Massimino*, trans-  
shipped at TRIESTE. From CALCUTTA,  
ex s.s. *Formosa*, transhipped at COCHIN.  
From TRIESTE, ex s.s. *Imperia*, trans-  
hipped at BOMBAY.

Optional Cargo will go onto SHANGHAI  
less notice to the contrary be given before  
Nine Days.

No Claims will be admitted after 30  
Days. Goods have left the Godowns, and all Claims  
must be sent in to the Undersigned before

NOT BE RECOGNIZED.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns of the 18th Instant will be subject to suit. Bills of Lading will be countersigned  
**SANDER & Co.,**  
Agents,  
Hongkong, October 12, 1894. 16

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# Shipping.

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## Steamers.

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FOR SHANGHAI AND KOBE.  
The Steamship  
*Lindisfarne*,  
Capt. E. ANDERW, & C.  
will be despatched for the  
above Ports, on **WEDNESDAY, the 17**  
Instant.



TATA & Co.,  
Agents.

Hongkong, October 13, 1894. 16

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**


The Steamship  
*Tanidus*,  
Captain HARNAM, will  
be despatched on FRIDAY  
the 19th Instant, at Daylight.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, October 9, 1894. 16

**GLEN LINE OF STEAM PACKETS**

**FOR NEW YORK VIA SUEZ CANAL**

 **Capt. WICKES**, will  
be dispatched as above.  
For about the 20th Instant.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents,  
Hongkong, October 11, 1894. 163

**FOR SINGAPORE, HAVRE AND  
HAMBURG.**  
Calling at **NAPLES** for landing *Passengers*  
(if sufficient inducement offer).  
(Taking Cargo at through rates to  
**ANTWERP, AMSTERDAM, ROTTER-  
DAM, LISBON, OPORTO, LONDON,  
LIVERPOOL AND BREMEN.**)

 **The Steamship**  
*Oceana*.

be despatched for the  
above Ports on or about the 23rd Instant.  
This Steamer has superior Accommoda-  
tion for First and Second Class Passengers,  
and carries a Doctor and a Stewardess.  
For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents,  
Hongkong, October 11, 1894. 163  
**CHINA NAVIGATION COMPANY,**  
**LIMITED.**  
**FOR PORT DARWIN, QUEENSLAND,**  
**PORTS, SYDNEY & MELBOURNE.**  
M. C. & S. Stearns

**W. H. BAKER, A.S.N.,** Com-  
mander will be  
dispatched as above on **FRIDAY, 28th Inst.**  
at 2 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
situated forward of the Engine  
Room. Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon  
on board, and the Steamer is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



## Entertainments.

**THE CHINESE TWINS, TWO BOYS**  
JOINED TOGETHER, have arrived  
from SHANGHAI, and will be ON VIEW in  
Room No. 43 HONGKONG HOTEL  
CHAMBERS from 9 a.m. to 9 p.m.  
Entrance from Queen's Road only.  
Admission:—Adults \$1.00.  
Children 0.50.  
Hongkong, October 9, 1894. 1630

**THEATRE ROYAL,  
HONGKONG.**  
**THE BLACK PLAGUE.**

**THE HONGKONG MINSTRELS**  
will give Another of their  
POPULAR ENTERTAINMENTS,  
For the Benefit of the Plague Workers.  
Under distinguished Patronage and  
Support.

**SATURDAY, 27th October.**

**ENTIRE CHANGE OF PROGRAMME.**

Popular Prices, — \$2 and \$1.

Soldiers and Sailors in uniform, Half-price  
to Back Seats only.

Doors open at 8.30. Commencing at  
9 o'clock precisely.

Plan and Tickets at Messrs. KELLY AND  
WALSH, LIMITED.

Seats may be Booked on and after Satur-  
day, 20th October.

A SPECIAL TRAM will run to the Peak,  
and a SPECIAL LAUNCH to Kowloon, 15  
minutes after the Performance.

**WILLIAM BLAYNEY,**  
Hon. Secretary.

Hongkong, October 10, 1894. 1463

**To-day's Advertisements.**

**THEATRE ROYAL.**

**WEDNESDAY, October 17.**

**Miss Elsie Adair,**

**THE CELEBRATED DANCER,**

**MR. WALTER VANDERLIP,**

**America's Favourite Light Comedian,**

**Assisted by**

**Mr. G. G. BRADY, Mr. Geo. CALDWELL,**

**Mr. C. M. CLARK, Mr. J. D. LAFRANCE,**

**Mr. R. F. LAMBERT, Mr. E. W. MATTIAND**

**and others.**

**Master JAMES BOYER, Pianist.**

**SHROPSHIRE L. I. STRING**

**ORCHESTRA.**

Plan and Tickets at Messrs. KELLY AND  
WALSH, LIMITED.

Popular Prices, — \$2 and \$1.

Soldiers and Sailors in uniform, Half-price  
to Back Seats.

Commencing at 9 o'clock precisely.

Hongkong, October 15, 1894. 1659

**FOR SINGAPORE, PENANG AND  
CALCUTTA.**

The Steamship *Catherine Apsar*,  
Captain J. G. OLIPHANT,  
will be despatched for the  
above Ports on SATURDAY, the 20th  
Instant, at 3 p.m.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & Co.,**  
Agents.

Hongkong, October 15, 1894. 1658

**Occidental & Oriental Steam-  
Ship Company.**

**TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,**

**VIA**

**THE OVERLAND RAILWAYS,**

**AND**

**ATLANTIC & OTHER CONNECTING  
STEAMERS.**

**VIA INLAND SEA OF JAPAN AND  
HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**

*Oceanic* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Oct. 30, at 1 p.m.

*Gaika* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Nov. 20, at 1 p.m.

*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Dec. 10, at 1 p.m.

The Steamship *OCEANIC* will be  
despatched for SAN FRANCISCO,  
via NAGASAKI, KOBE, INLAND SEA,  
YOKOHAMA and HONOLULU, on  
TUESDAY, the 30th October, at 1 p.m.,  
connection being made at Yokohama with  
Steamers from Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted to  
Ministries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
siding at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Freights Packages should be marked to  
address in full, and same will be received at  
the Company's Office until 5 p.m. the day  
previous to sailing.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 7, Praya Central.

**C. L. GORHAM,**  
Acting Agent.

Hongkong, October 15, 1894. 1661

## Vessels Advertised at Loo.

| Destination             | Vessel               | Agents                  | Date of Departure  |
|-------------------------|----------------------|-------------------------|--------------------|
| Japan                   | Ancona (s)           | P. & O. S. N. Co.       | Oct. 26, at noon.  |
| London, v. Suez Canal   | Tantalus (s)         | Butterfield & Swire.    | Oct. 19, daylight. |
| London & Port of Call   | Malacca (s)          | P. & O. S. N. Co.       | Oct. 25, at noon.  |
| London                  | Manila (s)           | P. & O. S. N. Co.       | About Nov. 7.      |
| Manilla, v. Saigon      | Malacca (s)          | Massagria Maritima      | Oct. 17, at noon.  |
| New York, v. Suez Canal | Honk (s)             | Jardine, Matheson & Co. | About October 20.  |
| Port Darwin, &c.        | Teiyuan (s)          | Butterfield & Swire.    | Oct. 26, at 3 p.m. |
| S. Francisco, v. Japan  | Pera (s)             | P. & O. S. N. Co.       | Oct. 30, at 1 p.m. |
| S. Francisco, v. Japan  | Oceanic (s)          | P. & O. S. N. Co.       | About October 18.  |
| Shanghai                | Manila (s)           | P. & O. S. N. Co.       | Oct. 17, at noon.  |
| Shanghai and Kobe       | Lindisfarne (s)      | Butterfield & Swire.    | Oct. 26, at 3 p.m. |
| Spain, Havre & Europe   | Oceanic (s)          | P. & O. S. N. Co.       | Oct. 30, at 1 p.m. |
| Spain, Penang & Ota     | Catherine Apsar (s)  | D. Sassoon, Sons & Co.  | Oct. 31, at noon.  |
| Vancouver (B.C.) &c.    | Empress of China (s) | Canadian P. & N. Co.    | Oct. 31, at noon.  |
| Victoria (B.C.) &c.     | Sikh (s)             | Nor. P. & S. & R. Co.   | Oct. 16, at noon.  |

## To-day's Advertisements.

**CANTON DISTRICT.**

**LOCAL NOTICE TO MARINERS,**  
No. 49.

**Torpedoes in the Canton River.**

**NOTICE** has been received from His  
EXCELLENCY the VICEROY that  
TORPEDOES have been LAID in the  
Canton River, and that the BUOYS mark-  
ing these will be removed in a day or two.

Incoming Vessels will be required to  
stop at Ohuen Pee and outgoing Vessels  
at the Collinson Reach Bridge or Whampoa  
for examination by Men-of-war stationed at  
these places and also to obtain Pilots.

The Pilots are acquainted with the Tor-  
pedo positions and are provided with cer-  
tificates, but if in spite of the presence of the  
Pilot on board any accident should happen  
to a Vessel, the Government of China will  
not be responsible.

The following are the Pilots for the  
trip up and down through the Torpedo  
positions:—

Steamers trading regularly be-  
tween Canton and Hongkong:—\$ 8.00

Steam Launches, if not towing:—\$ 5.00

All other Vessels:—\$15.00

The Pilots Fee are to be paid to the  
Harbour Master on each vessel's arrival.

**J. H. MAY,**  
Harbour Master.

Approved:—  
**E. B. DREW,**  
Commissioner of Customs.

Custom House,  
Canton, 15th October, 1894. 1656

**HONGKONG AND SOUTH CHINA  
MASONIC BENEVOLENCE FUND  
CORPORATION.**

**AN Emergency MEETING** of the above  
FUND will be held at the Masonic  
Hall, Zetland Street, on WEDNESDAY,  
the 17th Instant, at 6 for 5.30 p.m.

By Order,  
**A. O'D. GOURDIN,**  
Secretary.

Hongkong, October 15, 1894. 1659

**NOTICE TO CONSIGNEES.**

**FROM CALCUTTA, PENANG AND  
SINGAPORE.**

**THE S.S. Catherine Apsar** having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remain-  
ing on board after WEDNESDAY, the 17th  
Inst., at Noon, will be landed at Consignees  
risk and expense into the Godowns of the  
WATSON, WAREHOUSE AND STORAGE CO.,  
LTD., Wanchai.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
**DAVID SASSOON, SONS & Co.,**  
Agents.

Hongkong, October 15, 1894. 1657

**Dakin, Cruickshank &  
Company, Ltd.**

**HAVE JUST RECEIVED A CONSIGNMENT  
OF**

**Ilford Dry Plates,**

$\frac{1}{2}$ ,  $\frac{1}{4}$ ,  $1\frac{1}{2}$ ,  $10 \times 8$ ,  $10 \times 12$ ,  
and are offering the same at

**POPULAR PRICES.**

**Sensitized Albumenized  
PAPER,**

$\frac{1}{2}$  pt. in tin.

**CHEAP AND RELIABLE.**

**Dakin, Cruickshank & Co.,**

**VICTORIA DISPENSARY,**

**HONGKONG.** 1643

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—**

**Ivy**, American ship, Capt. A. J. Lowell,  
Shewan & Co.

**SHIPPING.**

**ARRIVALS.**

October 14.—

*Kid*, German steamer, from Canton.

*Hongkong*, French steamer, 937, O.  
Bastian, Haiphong October 10, and Hoihow  
11, General.—A. R. MARTY.

*Præsto*, German steamer, 655, O. Schar,  
Tientsin October 6, Bona.—BUTTERFIELD  
& SWIRE.

*Nürnberg*, German steamer, 2,007, H.  
Walter, Yokohama via Kobe, and Nagasaki  
October 10, Mails and General.—MIR-  
AMIR & Co.

*Darmstadt*, German steamer, 3,404, D.  
Högemann, Shanghai October 11, Mails and  
General.—MILNER & Co.

October 15.—

*Catherine Apsar*, British steamer, 1,735,  
J. G. Oliphant, Calcutta September 29, Pen-

ang October 4, and Singapore 8, Opium and  
General.—DAVID SASSOON, SONS & Co.

*Boulevard*, British steamer, 1,487, R. W.  
Thomson, Muzi October 9, Coal.—BUTTER-  
FIELD & SWIRE.

*Strathdee*, British steamer, 1,456, Forsyth,  
Hongkong Oct. 13, Coal.—JARDINE, MATHE-  
SON & Co.

*Frøge*, Danish steamer, 397, C. L. Strand,  
Panama October 13, Ballast, ARMSTRONG,  
KARBERG & Co.

**DEPARTURES.**

October 14.—

*Japan*, for Callao.

*Denavongse*, for Hoihow.

*Artie*, for Sydney.

*Belgia*, for Amoy, Japan and San Francisco.

*Amoy*, for Newchwang.

*Pallas*, for Kuching.

October 15.—

*Thales*, for Swatow.

*Feiyang*, for Shanghai.

*Darmstadt*, for Europe.

*Frøge*, for Panama.

*Per Hongkong*, from Haiphong, 3 Euro-  
peans, and 70 Chinese.

*Per Nürnberg*, from Yokohama, Mr. Fair,  
Capt. Mathies, Messrs. Broderson, Rhodgett,  
Mr. Veleshan, and 42 Chinese.

*Per Darmstadt*, from Shanghai, 48 Chi-  
nese.

*Per Catherine Apsar*, from Calcutta, &c.,  
Mrs. J. G. Oliphant and child, Mr. W. Burke,  
Rev. Frannon, and 2 Chinese (female) 450  
Chinese, and 130 natives.

**DEPARTURES.**

*Per Belgia*, for Amoy, Mr. G. M. Price;  
for Nagasaki, 1 Japanese; for Kobe, Mr.  
W. Hanson; for Yokohama, Mr. O. Har-  
man, Messrs. Mack, Lewis and Lee; for  
London, Mr. H. Twyford; for San Fran-  
cisco, Mr. Ed. O'Sullivan.

*Per Artie*, for Sydney, &c., Miss Young,  
Miss Bavin, Messrs. McIntyre and Blanco.

*Per Darmstadt*, from Hongkong; for Sin-  
gapore, Messrs. Chin, Mr. Ko, Chun Yau, C.  
E. Bignone, Chew Kwang Cheung, Chun  
Cheong Tieg, Wong Tsui Moan, 1 Chinese  
servant, Cheong Chu Yuen and 1 Chinese  
servant; for Colombo, Mr. W. de Woudt;  
for Genoa, (Mrs) Capt. Ott, Mr. and Mrs.  
Kahler, for Antwerp, Mr. Victor Carlier;  
for Bremen, Messrs. Edgar, Block and W.  
Guhn; for Southampton, Messrs. C. Combe,  
Dolph, J. E. Bradshaw, A. Begg, Elbino,  
Dr. Ross, Messrs. Clomsonson, Scott, Morris,  
Kronbeck, Eastman, Bradley, Paris,  
Grant, Wilson, and Christian men.

*Per Shanghai*, for Amoy, Mr. and Mrs. Simpson;  
for London, Mr. and Mrs. Hoully and 2  
children, Miss Gibson, Mrs. Breton, Messrs.  
J. A. Shook, Paul King and Howard  
Stoker; for Hamburg, Mr. H. Meyer.  
For Yokohama; for Southampton, Mr. F. Fair-  
man, Mr. Broderson. From Higo; for Bre-  
men, Mr. Broderson.

*Per Feiyang*, for Shanghai, 23 Chinese.

*Per Frøge*, for Panama, 2 Europeans, and  
80 Chinese.

## MEMOS. FOR TO-MORROW.

**Shipping.**

Noon.—Sikh leaves for Victoria (B.C.),  
via Japan, &c.

**Auctions.**

2.30 p.m.—Auction of Sundry House-  
hold Furniture, &c., at Mr. J. M.  
Armstrong's.

**THE**

**Hongkong Dispensary.**

**DELICIOUS SWEETS**

**AND**

**CONSERVES.**

**WE** have just received our first  
shipment of WHOLESOME SWEETS  
and CONFECTIONERY suitable for the  
Season.

It includes:—

No. 1 Fondants Fourras.

Nougatines.

Chocolatines.

No. 2 Fondants Fourras.

Figs.

Dragées Ormeau Caraque.

Dragées Nougat Caraque.

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French Almond Rock.

Butter Scotch.

Marmalade Cakes.

Montebello Nougat.

Collard's Butter Scotch.

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Trocadero Pastilles.

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Small Liqueurs Liqueurs.

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Old English Toffee.

Everton Toffee.

Fine Apple Nougat.

Pascall's Golden Malt.

Fine Jordan Almonds.

Collard's Everton Toffee.

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**A. S. WATSON & Co., LIMITED,**

**THE HONGKONG DISPENSARY,**

**ESTABLISHED A.D. 1841.**

Hongkong, October 13, 1894. 1651

**BIRTHS.**

At Mount Kellett, Hongkong, on the  
13th October, the wife of Mr. J. H.  
Fouquet, Chinese Imperial Maritime  
Customs, of a Son.

At Hotel des Colonies, Shanghai, on  
the 8th inst., the wife of G. WALLACE, of a  
Son.

**MARRIAGE.**

On the 6th October, at the Cathedral,  
Shanghai, by the Rev. H. C. Hodges, M.A.,  
BANNER WALTER BURN, of the English Baptist  
Mission, Shanghai, eldest son of William  
Burn, Esq., Yeovil, England, to NALDA,  
eldest daughter of the Rev. John P. Talley,  
Taunton, England.

**DEATH.**

At Buffalo, N.Y., the result of an acci-  
dent while swimming, JOHN ANDERSON  
Holmström, aged 20 years and 8 months, son  
of the late Ernest T. Holmström, Esq., T.M.C.  
Service.

The publication of this issue commences  
at 7.10 p.m.

**The China Mail.**

HONGKONG, MONDAY, OCTOBER 15, 1894.

**LOCAL AND GENERAL.**



comes from the Light of the World. Love has caused that shadow; it would not be there if you did not love. We love life, and when, with our limited experience of life, we feel for a moment that death is taking it away from us, then the shadow may seem darkest and the sorrow is heaviest. But it is love, because love is of God, which lightens that shadow, and surrounds it with an aureole of hope. It is love, because God so loved the world, which makes us willing to suffer, and to part, which will transform our sorrow. It is love, because love is eternal—love honoured and glorified, the most sacred link between mortal hearts, because it is forged in the same fire of sacrifices as that which binds us to God. It is love, because love is the only proof that will not break even the shadow of death. Behind the great wings of that dark angel the Son of Man stands calling: 'Come unto me all ye that labour and are heavy laden and I will give you rest.' 'Come unto me—I am the Light, not only of this world, but of your shadowy side, I am the light of the world. He that followeth me shall not walk in the darkness but shall have the light of life.' Dear brethren, do not forget that 'darkness is the shadow of sin, and sin is the shadow of gloom; love not the light of 'garish day,' but walk humbly in its shadow; that when falls the shadow of your own departing those who love you may see a light in that shadow and be comforted in their sorrow by the thought that you have left a 'beam with Jesus.' The colour of that thought is brightly reflected in the deep shadow which now hangs over our Government House, over many a distant home, over this Colony, and over us. Let the memory of him, who has been the glory of our service, and the Church we commend to God's fatherly goodness, and for whom we prayed for a 'happy issue out of all her afflictions,' whose early death we rightly and so sadly mourn, to whose burial Nature herself lent a hushed messenger of immortality, the memory of her good deeds and true charity, her humility and unselfishness, her piety and faith placed with you for your prayers on behalf of husband, children, relations, and friends, that they may know that 'each sorrow in life is the shadow of a lesson, and each shadow of perfection, that they may have courage to endure, that they may acknowledge God's wisdom as they accept His love, that they may see the true colour in the shadow, and reflect in their own lives the light of His love, the glory of the world, who said 'he that followeth me shall not walk in darkness but shall have the light of life.'

## THE UNION CHURCH.

At the morning service in the Union Church the Rev. G. J. Williams preached his sermon with the following remarks:—I feel assured that it is within the memory of many here today, at least one thought which we have in common. The Angel of Death has again passed through our midst, and his visit on this occasion has claimed the notice of all. The sad tidings of the sudden death of the late Lady Robinson has around the system of our society one throughout this Colony. For friends who remain I am sure you would wish me to say, that we feel the intensest sympathy. There is a special poignancy in the sorrow of those in prominent places. The very publicity of the life keeps them in the public eye, and the duties and obligations of public life, will look in vain for the comfort and assistance of those who are left behind. As for ourselves, brethren, the fields whiter for the harvest, but in their own season. The leaves fall and the flowers fade in the autumn of their life. But Death has no autumn, nor does he tarry for the season. Every day is a harvest, and every day is a day of death. Let us be found ready for the day when Death, the great harvester, shall reap us for his harvest, and in that day may we be found rejoicing with the Beauty of the Christian Life.

## DIFFERENTIAL DUTIES IN CHINA.

## LETTER TO THE BRITISH MINISTER.

The following is a copy of the communication sent to Mr. N. R. O'Connor with regard to differential duties:—  
Hongkong General Chamber of Commerce.

Sir,—It is with much regret that the Chamber has to return to the subject of 'differential duties' in favour of the junk trade between Canton and this Port, that has occupied its attention during the last three years and which the Chamber was compelled to bring under the notice of the Hon. the Secretary of State for Foreign Affairs on the 1st December, 1891.

To state troublesome references and to put your Lordship in possession of the full facts and history of the case, you will find enclosed a printed copy of all the details that have come under the notice of this Chamber in connection with this long-standing grievance of the shipping interests of this Colony.

I beg to point out that the Chinese Authorities have most distinctly asserted their illegal action, and in August 1892, consequent upon the strong representations made, at the instigation of Her Britannic Majesty's Principal Secretary of State, by Her Britannic Majesty's Envoy Extraordinary at Peking to the Tseung-Li-Yamen the objectionable system was formally abandoned, and a return to the normal tariff, as regards Tea, was established consequent upon an equal levy of duties upon that article whether shipped by junk or steamer.

This relief was, however, of short duration, for on the 13th July, 1893, the old illegal order was re-established by the Chinese Authorities in Canton, and since that date up till now only a few packages of tea have been brought to Hongkong by steamer; with these few trifling exceptions the entire trade has reverted to junks, and your Lordship will observe this complaint refers to tea only, but other articles of produce receive similar favoured treatment if shipped by junk, and the number thus dealt with has increased, and will no doubt further increase, from the fact that there are three years owing to the impunity with which the Chinese Authorities are able to break Treaty obligations. Exports from Canton to Hongkong by junk are also receiving privileged treatment to induce the traffic to go in Native bottoms.

It is particularly noticeable at this moment stage of the complaints that the Chinese Authorities both in Peking and Canton most distinctly avow that no preferential duties are now granted to junk-carried tea from Canton, and a new phase is imported by Her Britannic Majesty's Minister at Peking, who asks for specific proofs that such is not the case, by the production by the complainants of actual instances of the differential levies. As pointed out by the Chamber in the enclosed correspondence it is impossible to produce actual evidence—the only proof that could be adduced against the action of their own officials. This must be self-

evident to any one with but slight knowledge of the Chinese. Besides, the tortuous way in which the preferential duties may be levied, either by specific reductions, drawbacks, allowances in weight, values, or classification, makes it doubly difficult for foreigners to employ the devices method that must be employed to headwind the higher officials, who are assured, and repeat their belief to Her Britannic Majesty's Officials, both in the North and South, that no such reductions occur.

A strong light is thrown upon the system when Her Britannic Majesty's Minister at Peking informs Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, as is stated in the Foreign Office letter to this Chamber dated 28th May, 1892:—  
'The Viceroy had added that if any irregularities were still practised, they must be due to unauthorized action on the part of the Koppo's subordinates. Here is an admission that irregularities may exist without the knowledge of the higher officials; such irregularities this Chamber maintains now occur. For exactness the name set of circumstances produces the same result. Complaint is made that correspondence and much negotiation in adulteration is made that those breaches have happened, orders are given for rectification of these illegal acts, and the carrying trade reverts for a time to normal channels. The trade then departs from its usual course into the old preference for junk, but that the same practices are at work now that were admitted to exist before. Buyers of produce in Canton for export to foreign ports from Hongkong are able to purchase considerably cheaper if bought delivered by junk in Hongkong, than if they purchase for delivery in Canton and transferred the cargo from Canton to Hongkong in foreign steamers, the freight by steam to Hongkong being very much below junk carriage. This, a seller of produce for delivery in Canton could demand considerably more than would be accepted, for the same article, delivered by junk, at seller's expense in Hongkong. The whole matter is patent in this Chamber's opinion, and it appears unreasonable that the Chamber should be asked to accept of the irregularities of the Chinese as permanent, and equally unreasonable to expect the complainants to furnish specific proof of any particular breaches. A very fair analogy may be instanced with the case of the Chinese in the Gambling House at Kowloon City which may be within your Lordship's cognizance. Remuneration after remuneration is addressed by the Governor of this Colony, through Her Britannic Majesty's Minister at Peking, to the Chinese Authorities against the dangerous nuisance that they permit to be established in such close proximity to Hongkong—the vice of gambling is contrary to Chinese law. Tardily orders are transmitted to stop the nuisance, but the houses are temporarily closed, to open again very shortly afterwards, just the same as before. How often this has happened is within the knowledge of Her Britannic Majesty's Minister at Peking. The Chamber feels it difficult to recommend any system that shall once for all put an end to the recurrence of their complaints. For with the tortuous Native methods the Committee feel they may be as good as giving devices that will render the native ways even more secret and less liable to detection. But the Chamber considers that the Chinese Authorities would consent, that if all cargo intended for export to foreign ports shall be passed only through the Imperial Maritime Customs instead of indiscriminately both through the Native Customs and the Imperial Maritime Customs, as at present, the plan would be struck at the present irregularities, which would probably end all complaints. It should also be incumbent upon the exporter in Canton to declare, when passing goods through the Native Customs, that the goods are not for export to foreign ports from Hongkong. False statements on this point could be readily detected and proved in Hongkong, when a fine of the duty leviable under the Imperial Maritime Customs was levied. The Chamber feels that the satisfaction of Her Britannic Majesty's Consul in Canton, in addition to what has already been paid on the goods to the Native Customs. The many various phases of the entire question are so fully set forth in the printed correspondence enclosed that the Chamber would only beg your reference to them. The Chamber begs to acknowledge the unwavering courtesy, the keen interest and prompt attention which have invariably been manifested by Her Britannic Majesty's Minister at Peking in this connection, and in addressing your Lordship personally I have no desire to be thought to intend to pass over Her Britannic Majesty's Minister, but considering the importance of the interests involved and that an improved complaint involving serious breaches of Treaty, which has lingered as this has done without a proper settlement, is a most dangerous precedent to the commerce of Great Britain in these waters, and it is considered most desirable to bring the matter under the immediate notice of your Lordship. A copy of this letter, with enclosures, will be sent to Her Britannic Majesty's Minister at Peking, that he may be aware of the action that has been taken. I have the honour to be, Sir, your Lordship's obedient and humble servant,  
R. MacKinnon,  
The Right Honourable The Earl of Rosebery, K.G., &c., &c., Principal Secretary of State for Foreign Affairs, Foreign Office, London.

## THE TYPHOON OF 25th SEPT.

Mr. John I. Plummer, Acting Director of the Hongkong Observatory, has prepared an interesting report on the typhoon of September 25th. We give the following extract:—  
On September 24th at 10 a.m. the barometer had risen slightly (0.04 inch) at Bolinao and Manila, and had fallen the same amount at Hongkong; the wind was SSE, 4, at Bolinao, and N, 1, at Hongkong. The influence of the typhoon was affecting our weather here, and the position of the typhoon can be almost certainly put down from these observations as in lat. 19° 0' N., long. 118° 0' E., giving it a motion of about 200 miles, direction W. by N. in the 24 hours. The wind direction at Bolinao being SSE, and remaining steadily at this point for several hours, indicates that the position given is rather too much to the North, and as the typhoon was now much nearer Bolinao than Hongkong, it seemed just to give this station the greater weight, and the position marked in our map, at lat. 18° 0' N., long. 117° 30' E., or 250 miles W. by S. of the position 24 hours earlier. At 4 p.m. on the same date the barometer had risen 0.03 inch at Bolinao, and fallen 0.01 inch only at Hongkong; the former showing that the disturbance was receding slowly from Bolinao, and approaching Hongkong still more slowly, or pursuing the W. by S. course indicated in the morning. This opinion is strengthened

by the backing of the wind at Bolinao to S.E.; but the position of the typhoon is now as near to Hongkong as to the last mentioned place, and a more detailed account of our local observations becomes necessary.

| Day. | Hour.    | Bar.   | Dir. | Vel. | Notices issued.                  |
|------|----------|--------|------|------|----------------------------------|
| 23   | 9 p.m.   | 29.725 | Cal  | 0    |                                  |
| 24   | Mid.     | 29.728 | Cal  | 0    |                                  |
| 24   | 1 a.m.   | 723    | SE   | 4    |                                  |
| 24   | 2 "      | 739    | E    | 8    |                                  |
| 24   | 3 "      | 744    | NE   | 4    |                                  |
| 24   | 4 "      | 746    | E    | 11   |                                  |
| 24   | 5 "      | 747    | E    | 7    |                                  |
| 24   | 6 "      | 750    | Cal  | 1    |                                  |
| 24   | 7 "      | 755    | Cal  | 0    |                                  |
| 24   | 8 "      | 742    | Cal  | 0    |                                  |
| 24   | 9 "      | 740    | NE   | 4    |                                  |
| 24   | 10 "     | 724    | NE   | 4    |                                  |
| 24   | 11 "     | 723    | WNW  | 4    | 13                               |
| 24   | 12 noon. | 721    | N    | 10   | hoisted.                         |
| 24   | 1 p.m.   | 706    | N    | 16   |                                  |
| 24   | 2 "      | 693    | N    | 12   |                                  |
| 24   | 3 "      | 713    | E    | 24   |                                  |
| 24   | 4 "      | 714    | E    | 24   |                                  |
| 24   | 5 "      | 713    | N    | 9    |                                  |
| 24   | 6 "      | 701    | NE   | 18   | Red South                        |
| 24   | 7 "      | 700    | N    | 13   | Conehoisted.                     |
| 24   | 8 "      | 688    | NE   | 22   |                                  |
| 24   | 9 "      | 680    | NE   | 27   |                                  |
| 24   | 10 "     | 671    | NNE  | 23   | Two lanterns hoisted vertically. |
| 24   | 11 "     | 651    | SE   | 42   | Con. fired                       |
| 24   | 12 noon. | 642    | SE   | 43   | Con. hoisted                     |



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 City of Yokohama (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Nov. 28, at 1 p.m.

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C. L. GORHAM,  
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Hongkong, October 3, 1894. 1590

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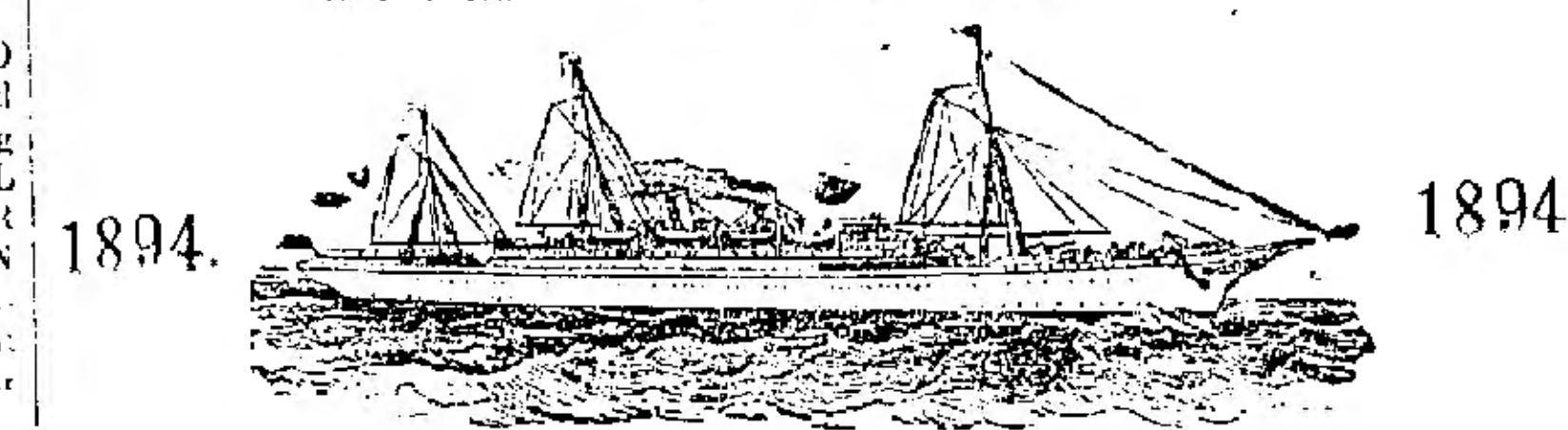
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Hongkong, October 3, 1894.

## SHANGHAI LIST—NOTATION—October 15, 1894.

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